

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

1:15 p.m., Thursday, May 15, 2008
San Mateo County Transit District Office¹
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, California

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- | | | |
|---|-------------------|---------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes). | Porter/
McAvoy | No materials. |
| 2. Issues from the last C/CAG Board and CMEQ meetings: <ul style="list-style-type: none">• Adopted –The FY 2008/09 Expenditure Program for the Transportation Fund for Clean Air (TFCA) Program• Adopted – the San Mateo County Transportation Development Act (TDA) Article 3 Program for FY 2008/09 for \$760,975• Approved – Appointments of Ms. Karen Borrmann (Belmont), Mr. Steve Monowitz (San Mateo County), and Mr. Robert Ovadia (Daly City) to the TAC• Approved – Appointment of Mr. Steve Dworetzky to the CMEQ Committee | Hoang | No materials. |
| 3. Approval of the Minutes from March 20, 2008 | Hoang | Page 1-2 |
| 4. Presentation on the Countywide GIS Orthophotos (Information) | Owen | No materials. |
| 5. Presentation on Climate Change (information) | Cormia | No materials. |
| 6. Review and recommend approval of the revised El Camino Real Incentive Program Planning Grant Process (Action) | Madalena | Pages 3-9 |
| 7. Initial draft of the C/CAG FY 2008/09 Program Budget and Fees (Action) | Napier | Pages 10-19 |
| 8. Measure A Strategic Plan Update (Information) | Hurley | Oral Report |
| 9. Member Reports | All | |

¹ For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

2008 TAC Roster and Attendance			
Member	Agency	Jan	Mar
Ian McAvoy (Co-Chair)	SamTrans	x	
Jim Porter (Co-Chair)	San Mateo County Engineering	x	
April Chan	Peninsula Corridor JPB	x	
Bob Beyer	San Mateo Planning	x	x
Duncan Jones	Atherton Engineering	x	x
Gene Gonzalo	CalTrans	x	
Jon Lynch	Redwood City Engineering		x
Joseph Hurley	SMCTA	x	x
K. Folan	MTC		
Larry Patterson	San Mateo City Engineering		x
Bill Meeker	Burlingame Planning		x
Parviz Mokhtari	San Carlos Engineering	x	x
Randy Breault	Brisbane Engineering	x	x
Ray Towne	Foster City Engineering	x	x
Reza (Ray) M. Razavi	South San Francisco Engineering	x	x
Rick Mao	Colma Engineering	x	
Ron Popp	Millbrae Engineering	x	x
Ruben Nino	Menlo Park Engineering	x	
Sandy Wong	C/CAG CMP	x	x
Syed Murtuza	Burlingame Engineering	x	x
Tatum Mothershead	Daly City Planning	x	
Van Ocampo	Pacifica Engineering	x	
Vacant	Engineering		
Vacant	Engineering		
Vacant	San Mateo County Planning		

TECHNICAL ADVISORY COMMITTEE (TAC) FOR THE CONGESTION MANAGEMENT PROGRAM (CMP)

**March 20, 2008
MINUTES**

The one hundred seventy-first (171st) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium.

In place of the Co-chairs, TAC member Joe Hurley called the meeting to order at 1:20 p.m. on Thursday, March 20, 2008.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: John Hoang – C/CAG; Richard Napier – C/CAG; Tom Madalena, C/CAG; Jim Bigelow – CMEQ; Pat Dixon – SMCTA CAC, Patrick Sweetland – Daly City; Brian Lee – San Mateo Co.; Karen Borrmann – Belmont.

1. Public comment on items not on the agenda.

There were no public comments.

2. Issues from the last C/CAG and CMEQ meetings.

As shown on the Agenda.

3. Approval of the Minutes from January 17, 2008.

Approved.

4. Update on 2020 Peninsula Gateway Corridor Study

John Hoang presented a project update including development of an assessment of benefits/cost/impacts, detailed analysis on representative projects, categorization of projects, and next steps and action plan.

Questions and comments were as follows:

- Clarification on due date for comments on the report. Comments should be returned to C/CAG by March 26, 2008.
- How does this project compare to the rest of the US-101? Is it one of the high priorities for traffic congestion and/or accident rates? The project's intent was to focus
- 300 project ideas came from public meetings
- What do we do with these 71 projects now? The idea is to move forward to project implementation and further project analysis with selected project based on a prioritization process.
- The matrix indicates that Project O, Tunnel beneath EPA has good benefits but project appears like a tough project to move forward, unlike ITS types of projects.
- TA is looking for specific project to roll out and fund.

5. Recommendation of the Fiscal Year 2008/09 Expenditure Program for the Transportation Fund for Clean Air (TFCA) Program for San Mateo County

Tom Madalena presented on the recommendation for the TFCA Program, including funding sources and changes to the program. Corrections to the report including 4% allocation for the Alliance. Program recommendation for SamTrans is corrected to be \$612,000 and the Alliance to be \$481,000.

Questions and comments were as follows:

- How does the Menlo Park shuttle fit in? Menlo Park will not be funded through this program. Four percent will go to the Alliance.

6. Recommendation for the 4th Cycle of the Transit Oriented Development Housing Incentive Program

Tom Madalena presented on the Program.

Questions and comments were as follows:

- Are total counts for the overall program available? Staff will provide to Larry Patterson.
- Funds are allocated. In order for cities to collect, does the project need to be built before they can receive the funds? The program is designed whereas if the project doesn't get built, then the funds are put back into the program.
- When cities get this money, cities still have to go through the federal process.

7. Allocation of local share of funding under the C/CAG Vehicle Registration Fee (AB 1546) Program – FY 07/08 1st Half

John Hoang reported on the allocation of this program. Letters were sent to city managers and public works copied. This current cycle will end December 2008. SB 348, the current reauthorization of this program, is in process.

Questions and comments were as follows:

- Richard Napier, C/CAG executive director, reminded cities to submit letters of support to C/CAG
- Copy of letter to public works directors is effective and assures information is received by public works.

8. Measure A Strategic Plan Update

Joe Hurley provided an update. A subcommittee (Larry Patterson, Randy Breault, Syed Murtuza, Van Ocampo) was formed and had meetings with the city managers over a three-month period. Focus is on the highway program. Issues included bias towards the mainline projects versus non-mainline and geographic equity. The plan is to come back and do a more formal presentation. Sequence of events will be to bring the findings back to the TAC, city managers, TA CAC, the TA Board, and then the public. With regards to the grade separation projects, continuing to look at the footprints of cities that are affected. Meetings will be scheduled with cities to solicit input within community.

Questions and comments were as follows:

- It was a good effort, thanks to Joe and Ian for meeting with the cities and addressed a lot of issues cities had. Meetings were good to tighten up and be more specific. City managers have confidence with the subcommittee.
- Plan to get a packet out to the TAC ahead of time before the meeting to help prime the discussion.

9. Member Reports

There are three TAC vacancies. C/CAG is looking to backfill with city engineers and/or planners.

Meeting adjourned at 2:00pm.

C/CAG AGENDA REPORT

Date: May 15, 2008

To: Congestion Management Program Technical Advisory Committee

From: Tom Madalena

Subject: Review and recommend approval of the revised El Camino Real Incentive Program Planning Grant Process.

(For further information please contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the Congestion Management Program Technical Advisory Committee review and recommend approval of the revised El Camino Real Incentive Program Planning Grant Process in accordance with staff recommendation.

FISCAL IMPACT

There will be up to \$700,000 of incentive funds available for completed plans.

SOURCE OF FUNDS

The program is included in the proposed 2008/2009 budget under the Congestion Relief Program.

BACKGROUND/DISCUSSION

The C/CAG El Camino Real Incentive Program Planning Grant Process was approved by the Board of Directors at the September 14, 2006 Board meeting. The objective of this program is to encourage cities and the County to take a look at the El Camino Real as it runs through their jurisdiction. As part of the original program, cities and the County were eligible to receive up to \$50,000 to complete a plan that studies the El Camino Real from city line to city line. At the time it was approved the program called for a horizon date of June 30, 2008 for the completion of planning studies. Staff had anticipated that there would have been more interest in the planning grant program earlier in the cycle.

The guidelines are being revised to address the change in the horizon date for the completion of planning documents as well as the eligibility of planning documents that study a portion of the El Camino Real. The horizon date is now being recommended to be extended to June 30, 2011. It

is also recommended that the requirement to study 100% of the length of the El Camino Real as it runs through the jurisdiction be removed.

Staff has recently received two letters of interest from the Cities of San Bruno and Millbrae for the El Camino Real Incentive Program. Both are for planning documents that cover a portion of the El Camino Real.

ATTACHMENTS

- Revised El Camino Real Incentive Program Planning Grant Process
- California Department of Transportation and City/County Association of Governments of San Mateo County Joint Principles for Improvement on El Camino Real



C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

**CALIFORNIA DEPARTMENT OF TRANSPORTATION (DEPARTMENT)
AND CITY/ COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY (C/CAG)
JOINT PRINCIPLES FOR IMPROVEMENTS ON EL CAMINO REAL**

El Camino Real (ECR) in San Mateo County is a major thoroughfare that connects several downtowns/ communities in the County. El Camino Real Corridor provides an opportunity for improved community aesthetics, transit connections, mixed-use developments, and housing at various levels of densities. It is critical that the County and the cities along the El Camino Real Corridor preserve the transportation role of this important transportation corridor while they define its unique character within their community. The practices of context sensitivity as discussed in Caltrans policy and guidelines will be used in the application of design standards and project features along the Corridor. Any changes (land-use or transportation) that impacts El Camino Real should actively involve C/CAG and Caltrans through Context Sensitive Solutions as early in the process as possible.

Transportation

Mobility - Seek to optimize mobility on El Camino Real as a thoroughfare connecting communities from County line to County line. This includes mobility for multiple modes of transportation such as public transit, private and commercial vehicles, bicycles and pedestrians.

Through Capacity - Preserve the through capacity on El Camino Real to:

- a- Allow for future traffic increase due to population growth and increased housing densities.
- b- Allow for potential enhancements for Express Bus or Bus Rapid Transit including the capability of a possible dedicated bus lane. No land use or transportation project should reduce or eliminate a segment of El Camino Real from the potential for a dedicated bus lane.
- c- Facilitate Incident Management.

This means as a minimum:

- a- No elimination of through lanes.
- b- Must retain the current through lane footprint for transportation purposes only.
- c- Other actions that reduce capacity on El Camino Real must be evaluated under the C/CAG adopted traffic impact policies for the Congestion Management network. Changes found to have significant unmitigated traffic impacts under that policy will not be permitted.

This will enable the incremental development of El Camino Real to be consistent with and to not preclude the potential development of a long-term vision that may include housing and enhanced transit service in the El Camino Real Corridor.

JOINT PRINCIPALS ON EL CAMINO REAL (Continued)

Turning Capacity - Flexible. This will be primarily determined by operating characteristics and safety considerations on a location specific basis. Caltrans will work cooperatively with local cities and County. Changes must be evaluated using the C/CAG adopted traffic impact policies for the Congestion Management network. Changes found to have significant unmitigated traffic impacts under that policy will not be permitted.

Conversion of an existing third through lane to a left turning lane on a temporary or short term basis may be considered, provided that it is absolutely not possible to accommodate a turning lane through the use of other alternatives. The alternatives that must be used first to create the turning lane include the usage of available median space, reduction of lane widths, removal of parking, project mitigation (dedication of land), purchase of land, usage of other amenities, etc. Any proposed turning lane must retain the geometry and footprint of the through lane. A minimum of two through lanes in each direction of travel on El Camino Real must be preserved. If a proposed development causes the turning traffic to increase thereby causing a need for a turning lane the development should address and pay for the mitigation of this turning lane including consideration of prohibiting left turns. C/CAG and Caltrans must approve the conversion of the through lane to provide a left turn lane.

The sponsor must provide the traffic analysis that is acceptable to C/CAG and Caltrans or provide the funds for the study that will be managed by C/CAG and Caltrans. The analysis must show a significant benefit to the overall traffic flow at the intersection before the conversion of the through lane will be considered. A lane conversion may be revoked by C/CAG and Caltrans in the future in the event of increased through traffic demand or the establishment of a dedicated Bus Lane.

Transit - Fully consider development of Express Bus or Bus Rapid Transit including the possibility of a dedicated bus lane to increase the person throughput. Encourage transit ridership through easy and attractive pedestrian connection between the downtown centers and Caltrain/ BART stations through design, aesthetics, and special crosswalk treatments.

Land Use

El Camino Real is an opportunity for housing and mixed-use (with housing) developments especially in areas where there is easy access to transit (bus and rail). The needs of existing businesses and other uses along the Corridor must be fully considered as planning and development decisions take place. While there are many opportunities for redevelopment, it is recognized that ECR may still provide an appropriate location for many of the older, established, less attractive, though necessary uses.

Caltrans Flexibility

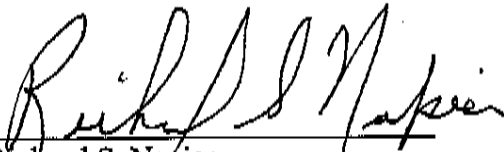
Caltrans will provide reasonable flexibility in the design standards as long as the basic transportation principles in this policy and safety are maintained. The practices of context sensitivity as discussed in Department policy and guidelines will be used in the application of design standards and project features along the Corridor. This includes consideration of safety, operational efficiencies and surrounding environment as well as community's vision and interests. Early consultation concerning the application

JOINT PRINCIPALS ON EL CAMINO REAL (Continued)

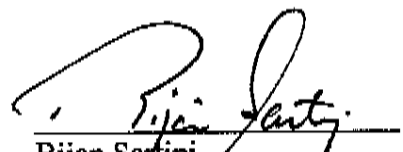
of Context Sensitive Solutions and regular public involvement will be the backbone of developing solutions that fit within the context of the environment.

Congestion Management Plan

These principles will be incorporated into the San Mateo County Congestion Management Program and as such will be a conformity issue.


Richard S. Napier
C/CAG Executive Director

5/26/06
Date


Bijan Santipi
Caltrans Director District IV

5/26/06
Date

El Camino Real Incentive Program

Planning Grant Process

The purpose of studying El Camino Real is to examine the potential for increased housing in the County and to improve upon the mobility and “sense of place” along the corridor. C/CAG has a vested interest in seeing that this vital County thoroughfare has capacity preserved while the roadway itself is improved upon both in terms of safety and aesthetics. As the Congestion Management Agency, C/CAG hopes to foster insightful thinking about ways that this opportunity corridor can help in the reduction of congestion through increased mixed-use densities and transit usage along the El Camino Real. ~~Once a city has an acceptable adopted plan, the city will also be eligible to apply for the C/CAG TOD Incentive Program for high-density (40 units or more per acre) housing projects anywhere along the El Camino Real within their city.~~ The C/CAG Transit Oriented Development (TOD) Housing Incentive Program guidelines have been modified to enable high-density (40 units or more per acre) TOD housing projects that are on a frontage parcel of the El Camino Real to be eligible for the program.

The process for the El Camino Real incentive planning grants will be as follows:

1. There will be no formal call for applications, a jurisdiction along the El Camino Real in San Mateo County may submit a letter of intent asking for the money anytime during the grant period.
2. The end of fiscal year ~~07/08~~ 10/11 (June 30, 201108) is the horizon date for the planning grant incentive, but could be reauthorized in future fiscal years.

In order to be eligible the following conditions must be met:

1. To receive up to \$50,000 in planning grant incentive funds the jurisdiction must commit to study El Camino Real from city line to city line.
2. There is a 50% match requirement.
3. The money will be available as a reimbursement and will only be available after the planning document is available in draft format.
 - a) Submit a draft of the plan and an invoice to receive up to \$50,000.
 - b) The plan and request for reimbursement must be completed by the end of fiscal year ~~07/08~~ 10/11 (June 30, 201108).~~The process used to develop the document must include consideration of the entire stretch of El Camino Real in the jurisdiction, thereby making a conscious decision to change or not to change currently designated land uses, although no changes are required.~~
4. The plan must cover land use, transportation, and aesthetics and potential issues along the El Camino Real.

Each jurisdiction may use their own planning processes so that the plan meets their needs. All costs that can be proven and are within the grant period are eligible and the jurisdiction must submit the plan along with invoicing to receive the incentive funds.

Potential ways to implement a qualified planning process:

1. The jurisdiction can agree to host a planning workshop conducted by C/CAG staff. The cost of the C/CAG staff, the C/CAG Model consultant, and related materials do not count against the funds that the jurisdiction is eligible to receive.
 - a. Use of the PLACE3S Model in a workshop with the City Council, Board of

- Supervisors, and/or Planning Commission.
2. City/County staff conducts the planning process.
 3. City/County hires consultant to conduct the planning process.
 4. Jurisdictions can use any combination of 1, 2, or 3.
 5. Planning process should be reviewed with C/CAG Staff to ensure that it meets the eligibility criteria.

What constitutes an acceptable plan to C/CAG to be eligible for the C/CAG grants?

1. The plan must conform to the adopted definition for El Camino Real (copy attached)
 - a. The plan must look at the following:
 - i. Jobs
 - ii. Housing
 - iii. Proximity to transit (both fixed rail and bus)
 - iv. Possible densities to support transit
 - v. Current land uses and status of existing uses
 - b. The plan must consider pedestrian and streetscape improvements along El Camino Real where appropriate
 - i. Implementation of improvements is not required.
 - ii. Potentially the plan could then be used in applications for regional funds through programs such as MTC's Transportation For Livable Communities and other local programs as they become available.
 - c. The plan must consider land use options that will support multi-modal opportunities along El Camino Real
 - i. Improving upon pedestrian safety and increased transit usage are paramount to the improvement of the corridor.
- ~~Documentation for entire length being covered can come through meeting minutes or community workshops.~~
- ~~The plan must conform to the adopted transportation definition for El Camino Real.~~
- ~~The plan must look at the entire length of El Camino Real (all of the frontage of El Camino Real, the width of the corridor for the plan is up to the local jurisdiction).~~
2. The plan should consider higher density housing in the corridor such that the new densities could increase the viability of transit.
 3. The plan should consider affordable housing.
 4. The plan should consider amenities that encourage the use of transit by the elderly and the disabled.

For further information on the program please contact Tom Madalena.

City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063
Tom Madalena
650-599-1460

C/CAG AGENDA REPORT

Date: May 15, 2008
To: CMP Technical Advisory Committee (TAC)
From: Richard Napier, C/CAG Executive Director
Subject: Initial Draft of the C/CAG FY 2008/09 Program Budget and Fees
(For further information contact Richard Napier at 595-1420)

RECOMMENDATION

That the TAC review and provide comments on the initial draft of the C/CAG FY 2008/09 Program Budget and Fees in accordance with the staff recommendation.

FISCAL IMPACT

In accordance with the proposed C/CAG FY 2008/09 Program Budget

SOURCE OF FUNDS

Funding sources for C/CAG include various federal, state and locals sources and fees.

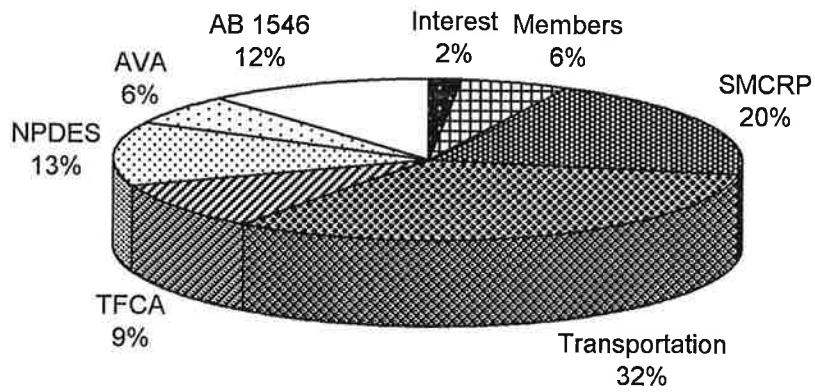
BACKGROUND/DISCUSSION

Staff has developed the C/CAG Program Budget for FY 2008/09.

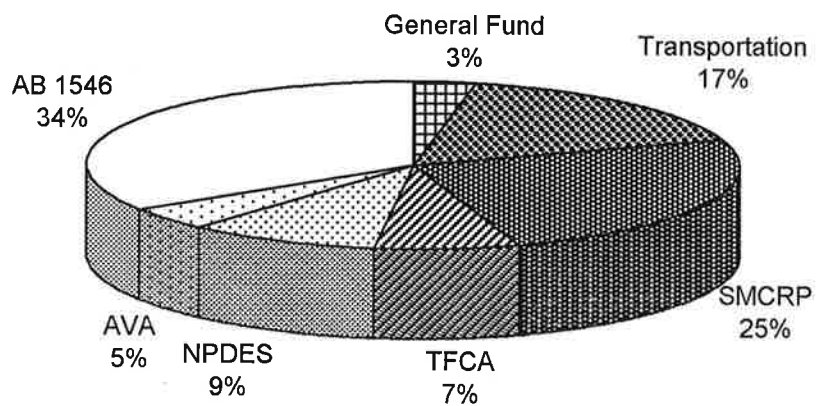
ATTACHMENT

- C/CAG FY 2008/09 Program Budget Summary

C/CAG REVENUES FY 2008-09

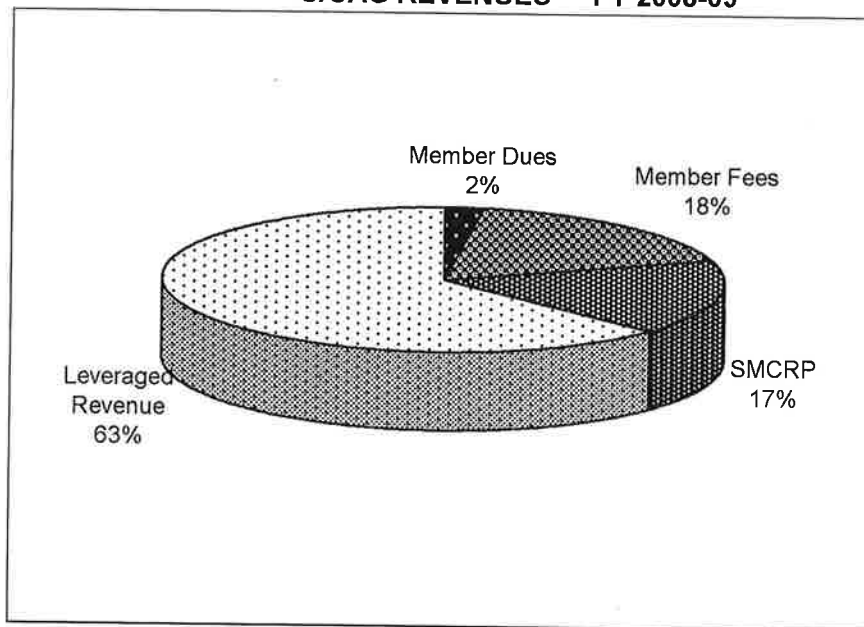


C/CAG EXPENDITURES FY 2008-09



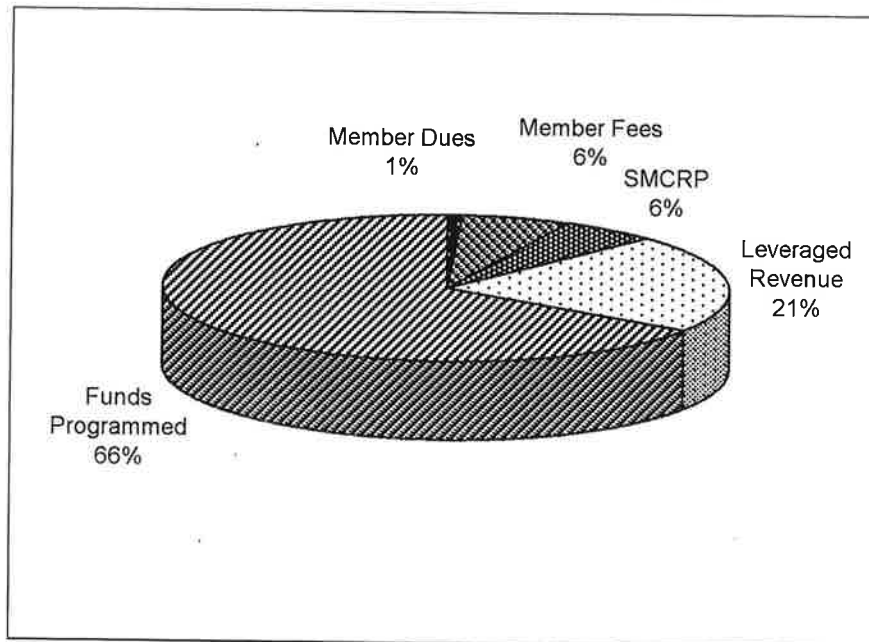
C/CAG MEMBER DUES/ FEES HIGHLY LEVERAGED

C/CAG REVENUES FY 2008-09



Leverage= $\$9,096,378 / \$2,193,688 = 4.15$ to 1
(Less SMCRP Funds)

C/CAG CONTROLLED FUNDS FY 2008-09



Leverage= $\$30,296,378 / \$2,193,688 = 13.81$ to 1
(Less SMCRP Funds)

C/CAG 2008-09 Program Budget Overview:

Revenues increased 5.19% and Expenditures increased 96.87%. The Revenue increase of \$540,176 is due to an increase in grants and 2020 Gateway cost reimbursement. This includes two new programs the Energy Local Government Partnership (\$340,000) and Housing Element pass thru of \$100,000. The Street Repair Program is complete and was closed out with the remaining funds (\$81,863) transferred to Congestion Management Fund. The increase in Expenditures of \$7,961,676 is primarily due to the following:

- 1- Congestion Management - Willow/ University ITS Implementation - \$1,000,000.
- 2- San Mateo Congestion Relief Program - ITS Implementation - \$1,000,000 (Match for bond funds).
- 3- AB 1546 - Increase in distributions to regional projects. - \$3,047,000
- 4- AB 1546 - Increase in consulting due to Congestion Management regional projects and full year of Hydrogen Shuttle. - \$543,748
- 5- Congestion Management - Increase in consulting due to 2020 Gateway and model improvements - \$590,025
- 6- San Mateo Congestion Relief Program - ECR Incentive and new Energy Local Government Partnership - \$573,000
- 7- San Mateo Congestion Relief Program - Housing and new Energy Local Government Partnership - \$440,000
- 8- Increase in professional services due to increased staff at C/CAG - \$500,000

Ending Fund Balance decreased 61.54%. The Reserve Fund Balance between FY 07-08 and FY 08-09 remain the same. The cost for the lobbyist is included in the budget for Congestion Management (\$38,000) and NPDES (\$38,000).

C/CAG 2008-09 Program Budget Assumptions:

The following are the initial Budget assumptions. It is requested that the C/CAG Board at the 5/8/08 Board Meeting provide additional direction on the assumptions to be used to develop the final Budget.

Revenue

- 1- General Fund/ Administrative - Member Assessments - Same as last year due to budget issues with the cities and County.
- 2- In FY 07-08 will begin receiving funds from the Federal Aviation Administration (FAA) grant for \$300,000 to fund the Airport Land Use Commission function. The bulk of the grant will be received in FY 08-09. This will reduce these costs from the General Fund and help balance it.
- 3- Congestion Management - Member Assessments - Same as last year due to financial issues with the cities and County.
- 4- Congestion Management - Transferred residual from Street Repair of \$81,863 to the Congestion Management Fund.
- 5- 2020 Gateway - Both VTA and TA will continue their contributions.
- 6- AB 1546- Assumed no reauthorization of AB 1546.

Expenditures

- 7- Congestion Management - Staffing level will be built up for FY 08-09 which will increase expenditures across the board.
- 8- Congestion Management - Modeling - Will make improvements to the Travel Demand Forecasting Model in FY 08-09.
- 9- 2020 Gateway - Phase 2 consists of the following:
PSR Equivalent - Limited to \$750K
Implementation Project - Willow/ University (Revenue \$750K, Expenditures \$1,000K)
- 10- San Mateo Congestion Relief Program (SMCRP) - Government Baseline Incentive will be fully paid (\$273,000) in FY 08-09. Included the following new programs in FY 08-09
Energy Local Government Partnership - \$340K pass through to County
Housing Element Update - Net of \$100,000
- 11- San Mateo Congestion Relief Program - Included \$1,000K match for the State Infrastructure Bond funding for the Smart Corridors Project.
- 12- NPDES - Programmed current level of programs since do not know what the new permit will require. Will submit a revised budget when the permit requirements are known.
- 13- AB 1546 - Continued funding for the Hydrogen Shuttle for FY 08-09. TA will fund half of the cost.
- 14- AB 1546 - Will have significant expenditures for the Countywide programs which will reduce the balance.
- 15- TFCA - Programmed Projects are 100% reimbursed in current and budget year.
- 16- In FY 07-08 the C/CAG Board approved a policy that all funds except the Abandoned Vehicle Abatement Fund should pay a proportionate share of certain General Fund cost. These transfers are reflected in both the FY 07-08 Projections and FY 08-09 Budget.

05/09/08	CHANGES IN C/CAG BUDGET BY FISCAL YEAR						
	Projected						
	Actual		Budgeted		Budget	Budget	Notes
	FY 2007-08		FY 2008-09		Change	% Change	
BEGINNING BALANCE	\$6,317,757		\$8,504,990		\$2,187,233	34.62%	B-1
RESERVE BALANCE	\$194,249		\$194,249		\$0	0.00%	
PROJECTED REVENUES							
Interest Earnings	\$227,278		\$181,000		(\$46,278)	-20.36%	
Member Contribution	\$2,593,085		\$2,694,351		\$101,266	3.91%	R-2
Cost Reimbursements-VTA	\$92,764		\$125,000		\$32,236	34.75%	
MTC/ Federal Funding	\$595,000		\$1,399,500		\$804,500	135.21%	R-3
Grants	\$99,500		\$464,000		\$364,500	366.33%	R-4
DMV Fee	\$4,420,058		\$3,075,690		(\$1,344,368)	-30.42%	
NPDES Fee	\$1,332,839		\$1,349,337		\$16,498	1.24%	
TA Cost Share	\$572,793		\$1,197,500		\$624,707	109.06%	R-5
Miscellaneous	\$5,885		\$0		(\$5,885)	-100.00%	R-6
Street Repair Funding	\$0		\$0		\$0	0.00%	
PPM-STIP	\$467,000		\$460,000		(\$7,000)	-1.50%	R-7
Assessment	\$0		\$0		\$0	0.00%	
	\$0		\$0		\$0	0.00%	
	\$0		\$0		\$0	0.00%	
Total Revenues	\$10,406,202		\$10,946,378		\$540,176	5.19%	R-1
TOTAL SOURCES OF FUNDS	\$16,723,959		\$19,451,367		\$2,727,409	16.31%	
PROJECTED EXPENDITURES							
Administration Services	\$403,381		\$473,500		\$70,119	17.38%	E-2
Professional Services	\$1,058,148		\$1,946,430		\$888,282	83.95%	E-3
Consulting Services	\$2,665,759		\$4,917,320		\$2,251,561	84.46%	
Supplies	\$49,158		\$56,200		\$7,042	14.33%	
Prof. Dues & Memberships	\$205,600		\$208,195		\$2,595	1.26%	
Conferences & Meetings	\$36,128		\$12,000		(\$24,128)	-66.78%	
Printing/ Postage	\$1,000		\$38,500		\$37,500	3750.00%	E-4
Publications	\$24,779		\$5,500		(\$19,279)	-77.80%	E-5
Distributions	\$3,765,718		\$8,461,000		\$4,695,282	124.68%	E-6
Street Repair	\$0		\$0		\$0	0.00%	
Miscellaneous	\$4,187		\$56,500		\$52,313	1249.41%	E-7
Bank Fee	\$1,500		\$1,500		\$0	0.00%	
Audit Services	\$3,611		\$4,000		\$389	10.77%	
	\$0		\$0		\$0	0.00%	
Total Expenditures	\$8,218,969		\$16,180,645		\$7,961,676	96.87%	E-1
TRANSFERS							
Transfers In	\$693,347		\$271,900		(\$421,446)	-60.78%	T-1
Transfers Out	\$693,347		\$271,900		(\$421,446)	-60.78%	T-1
Total Transfers	\$0		\$0		\$0	0.00%	
NET CHANGE	\$2,187,233		(\$5,234,267)		(\$7,421,500)	-339.31%	
TRANSFER TO RESERVES	\$0		\$0		\$0	0.00%	
TOTAL USE OF FUNDS	\$8,218,969		\$16,180,645		\$7,961,676	96.87%	
ENDING FUND BALANCE	\$8,504,990		\$3,270,722		(\$5,234,267)	-61.54%	B-2
RESERVE FUND BALANCE	\$194,249		\$194,249		\$0	0.00%	RS-1
NET INCREASE (Decrease) IN FUND BALANCE	\$2,187,233		(\$5,234,267)		(\$7,421,500)	-339.31%	B-3
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance							

05/09/08	PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE							
	FY 2008-09 PROGRAM BUDGET							
	General Fund	Transportation Programs	SMCRP Program	TFCA	NPDES	AVA	AB 1546 Program	Total
BEGINNING BALANCE	\$34,779	\$608,633	\$1,329,741	\$146,810	\$1,090,558	\$555,897	\$4,738,572	\$8,504,990
RESERVE BALANCE	\$43,346	\$50,000	\$0	\$0	\$100,903	\$0	\$0	\$194,249
PROJECTED REVENUES								
Interest Earnings	\$6,000	\$10,000	\$60,000	\$8,000	\$45,000	\$2,000	\$50,000	\$181,000
Member Contribution	\$250,024	\$390,907	\$1,950,000	\$0	\$103,420	\$0	\$0	\$2,694,351
Cost Reimbursements-VTA	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000
MTC/ Federal Funding	\$0	\$1,032,500	\$367,000	\$0	\$0	\$0	\$0	\$1,399,500
Grants	\$124,000	\$0	\$340,000	\$0	\$0	\$0	\$0	\$464,000
DMV Fee	\$0	\$0	\$0	\$1,065,690	\$0	\$680,000	\$1,330,000	\$3,075,690
NPDES Fee	\$0	\$0	\$0	\$0	\$1,349,337	\$0	\$0	\$1,349,337
TA Cost Share	\$0	\$562,500	\$535,000	\$0	\$0	\$0	\$100,000	\$1,197,500
Miscellaneous	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Street Repair Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPM-STIP	\$0	\$460,000	\$0	\$0	\$0	\$0	\$0	\$460,000
Assessment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$380,024	\$2,560,907	\$3,252,000	\$1,073,690	\$1,497,757	\$682,000	\$1,480,000	\$10,946,378
TOTAL SOURCES OF FUNDS	\$414,803	\$3,189,540	\$4,581,741	\$1,220,500	\$2,588,315	\$1,237,897	\$6,218,572	\$19,451,367
PROJECTED EXPENDITURES								
Administration Services	\$128,500	\$100,000	\$95,000	\$10,000	\$40,000	\$15,000	\$85,000	\$473,500
Professional Services	\$155,000	\$788,430	\$715,000	\$30,000	\$158,000	\$0	\$100,000	\$1,946,430
Consulting Services	\$115,000	\$780,000	\$2,079,000	\$0	\$1,078,320	\$0	\$865,000	\$4,917,320
Supplies	\$54,200	\$2,000	\$0	\$0	\$0	\$0	\$0	\$56,200
Prof. Dues & Memberships	\$1,600	\$0	\$0	\$0	\$206,595	\$0	\$0	\$208,195
Conferences & Meetings	\$7,500	\$3,000	\$0	\$0	\$1,500	\$0	\$0	\$12,000
Printing/ Postage	\$23,000	\$5,500	\$0	\$0	\$10,000	\$0	\$0	\$38,500
Publications	\$1,500	\$4,000	\$0	\$0	\$0	\$0	\$0	\$5,500
Distributions	\$0	\$1,000,000	\$1,173,000	\$1,136,000	\$25,000	\$665,000	\$4,462,000	\$8,461,000
Street Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Miscellaneous	\$4,500	\$1,000	\$0	\$0	\$1,000	\$50,000	\$0	\$56,500
Bank Fee	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
Audit Services	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$496,300	\$2,683,930	\$4,062,000	\$1,176,000	\$1,520,415	\$730,000	\$5,512,000	\$16,180,645
TRANSFERS								
Transfers In	\$121,732	\$0	\$0	\$150,168	\$0	\$0	\$0	\$271,900
Transfers Out	\$0	\$50,980	\$46,480	\$152,463	\$11,362	\$0	\$10,616	\$271,900
Total Transfers	(\$121,732)	\$50,980	\$46,480	\$2,295	\$11,362	\$0	\$10,616	\$0
NET CHANGE	\$5,456	(\$154,003)	(\$856,480)	(\$104,605)	(\$34,020)	(\$48,000)	(\$4,042,616)	(\$5,234,267)
TRANSFER TO RESERVES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL USE OF FUNDS	\$374,568	\$2,734,910	\$4,108,480	\$1,178,295	\$1,531,777	\$730,000	\$5,522,616	\$16,180,645
ENDING FUND BALANCE	\$40,235	\$454,630	\$473,262	\$42,204	\$1,056,539	\$507,897	\$695,958	\$3,270,722
RESERVE FUND BALANCE	\$43,346	\$50,000	\$0	\$0	\$100,903	\$0	\$0	\$194,249
NET INCREASE (Decrease) IN FUND BALANCE	\$5,456	(\$154,003)	(\$856,480)	(\$104,605)	(\$34,020)	(\$48,000)	(\$4,042,616)	(\$5,234,267)
As of June 30, 2007								
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance. See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.								
Sum of Admin and Profess.	\$283,500	\$888,430	\$810,000	\$40,000	\$198,000		\$185,000	\$2,404,930
% Basis	0.117882849	0.369420316	0.33680814	0.016632501	0.082330879		0.076925316	100%
Admin Cost Sharing								
Legal Services	\$28,000							
Accounting Services	\$68,000							
Office Space	\$42,000							
Total	\$138,000							
	\$16,267.83	\$50,980.00	\$46,479.52	\$2,295.29	\$11,361.66		\$10,615.69	\$138,000
Transfer Out		\$50,980.00	\$46,479.52	\$2,295.29	\$11,361.66		\$10,615.69	
Transfer In	\$121,732.17							

05/09/08	PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE							
				FY 2007-08	CICAG PROJECTION			
	General Fund	Transportation Programs	SMCRP Program	TFCA	NPDES	AVA	AB 1546 Program	Total
BEGINNING BALANCE	\$497	\$128,265	\$604,427	\$119,366	\$1,067,845	\$585,897	\$3,811,460	\$6,317,757
RESERVE BALANCE	\$43,346	\$50,000	\$0	\$0	\$100,903	\$0	\$0	\$194,249
PROJECTED REVENUES								
Interest Earnings	\$15,000	\$10,000	\$49,278	\$8,000	\$45,000	\$10,000	\$90,000	\$227,278
Member Contribution	\$250,024	\$390,806	\$1,850,000	\$0	\$102,155	\$0	\$0	\$2,593,085
Cost Reimbursements-VTA	\$0	\$92,764	\$0	\$0	\$0	\$0	\$0	\$92,764
MTC/ISTEA Funding	\$0	\$595,000	\$0	\$0	\$0	\$0	\$0	\$595,000
Grants	\$99,500	\$0	\$0	\$0	\$0	\$0	\$0	\$99,500
DMV Fee	\$0	\$0	\$0	\$1,087,002	\$0	\$680,000	\$2,653,056	\$4,420,058
NPDES Fee	\$0	\$0	\$0	\$0	\$1,332,839	\$0	\$0	\$1,332,839
TA Cost Share	\$0	\$30,431	\$502,362	\$0	\$0	\$0	\$40,000	\$572,793
Miscellaneous	\$0	\$0	\$5,885	\$0	\$0	\$0	\$0	\$5,885
Street Repair Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPM-STIP	\$0	\$467,000	\$0	\$0	\$0	\$0	\$0	\$467,000
Assessment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$364,524	\$1,586,101	\$2,407,525	\$1,095,002	\$1,479,994	\$690,000	\$2,783,056	\$10,406,202
TOTAL SOURCES OF FUNDS	\$365,021	\$1,714,366	\$3,011,952	\$1,214,368	\$2,547,839	\$1,275,897	\$6,594,516	\$16,723,959
PROJECTED EXPENDITURES								
Administration Services	\$123,000	\$93,011	\$49,170	\$10,200	\$48,000	\$15,000	\$65,000	\$403,381
Professional Services	\$145,000	\$568,430	\$96,718	\$25,000	\$158,000	\$0	\$65,000	\$1,058,148
Consulting Services	\$79,875	\$189,975	\$1,071,129	\$0	\$1,003,528	\$0	\$321,252	\$2,665,759
Supplies	\$48,700	\$178	\$0	\$0	\$0	\$0	\$280	\$49,158
Prof. Dues & Memberships	\$1,600	\$0	\$0	\$0	\$204,000	\$0	\$0	\$205,600
Conferences & Meetings	\$14,500	\$10,580	\$8,448	\$0	\$1,100	\$0	\$1,500	\$36,128
Publications	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
TFCA Distributions	\$20,500	\$3,572	\$707	\$0	\$0	\$0	\$0	\$24,779
Distributions	\$0	\$0	\$593,718	\$1,029,000	\$23,000	\$705,000	\$1,415,000	\$3,765,718
AVA Distributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Miscellaneous	\$4,000	\$187	\$0	\$0	\$0	\$0	\$0	\$4,187
	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
	\$3,000	\$0	\$0	\$0	\$0	\$0	\$611	\$3,611
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$442,675	\$865,933	\$1,819,890	\$1,064,200	\$1,437,628	\$720,000	\$1,868,643	\$8,218,969
TRANSFERS								
Transfers In	\$112,433	\$81,863	\$151,597	\$322,353	\$0	\$0	\$25,101	\$693,347
Transfers Out	\$0	\$321,663	\$13,918	\$325,711	\$19,653	\$0	\$12,402	\$693,347
Total Transfers	(\$112,433)	\$239,800	(\$137,679)	\$3,358	\$19,653	\$0	(\$12,699)	\$0
NET CHANGE	\$34,282	\$480,368	\$725,314	\$27,444	\$22,713	(\$30,000)	\$927,112	\$2,187,233
TRANSFER TO RESERVES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL USE OF FUNDS	\$330,242	\$1,105,733	\$1,682,211	\$1,067,558	\$1,457,281	\$720,000	\$1,855,944	\$8,218,969
ENDING FUND BALANCE	\$34,779	\$608,633	\$1,329,741	\$148,810	\$1,090,558	\$655,897	\$4,738,572	\$8,504,990
RESERVE FUND BALANCE	\$43,346	\$50,000	\$0	\$0	\$100,903	\$0	\$0	\$194,249
NET INCREASE (Decrease) IN FUND BALANCE	\$34,282	\$480,368	\$725,314	\$27,444	\$22,713	(\$30,000)	\$927,112	\$2,187,233
As of June 30, 2006								
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.								
Administration Services	\$268,000	\$661,441	\$145,888	\$35,200	\$206,000		\$130,000	\$1,446,529
% Basis	0.185271087	0.457260795	0.100853837	0.024334113	0.142409865		0.089870303	100%
Admin Cost Sharing								
Legal Services	\$28,000							
Accounting Services	\$68,000							
Office Space	\$42,000							
Total	\$138,000							
	\$25,567.41	\$63,101.99	\$13,917.83	\$3,358.11	\$19,652.56		\$12,402.10	\$138,000
Transfer Out		\$63,101.99	\$13,917.83	\$3,358.11	\$19,652.56		\$12,402.10	
Transfer In	\$112,432.59							

		NPDES MEMBER ASSESSMENT			
			FY 08-09		
Agency		%	NPDES	NPDES	NPDES
		Popul.	Basic (1)	Extended (1)	Total (1)
		(as of 1/1/06)		4.66%	
Atherton		1.00%	\$10,906	\$9,143	\$20,049
Belmont		3.54%	\$30,446	\$25,526	\$55,972
Brisbane (2)		0.52%	\$8,664	\$7,264	\$15,927
Burlingame		3.91%	\$34,339	\$28,790	\$63,129
Colma		0.22%	\$2,933	\$2,459	\$5,392
Daly City		14.48%	\$81,553	\$68,374	\$149,927
East Palo Alto		4.43%	\$17,681	\$14,824	\$32,505
Foster City		4.13%	\$32,692	\$27,409	\$60,100
Half Moon Bay		1.76%	\$18,581	\$15,578	\$34,159
Hillsborough		1.51%	\$14,105	\$11,826	\$25,931
Menlo Park		4.25%	\$42,985	\$36,040	\$79,025
Millbrae		2.86%	\$22,529	\$18,888	\$41,417
Pacifica		5.35%	\$45,183	\$37,882	\$83,064
Portola Valley		0.63%	\$7,227	\$6,059	\$13,286
Redwood City		10.51%	\$78,175	\$65,542	\$143,717
San Bruno		5.73%	\$42,460	\$35,599	\$78,059
San Carlos		3.90%	\$39,176	\$32,845	\$72,021
San Mateo		13.03%	\$94,938	\$79,596	\$174,534
South San Francisco		8.54%	\$73,973	\$62,019	\$135,992
Woodside (3)		0.76%	\$9,046	\$7,584	\$16,631
San Mateo County		8.94%	\$82,636	\$69,282	\$151,919
TOTAL		100.00%	\$790,227	\$662,531	\$1,452,758
1- Except those in bold is collected by the San Mateo County Flood Control District					
2- Bold indicate Cities pay it from their General Fund.					